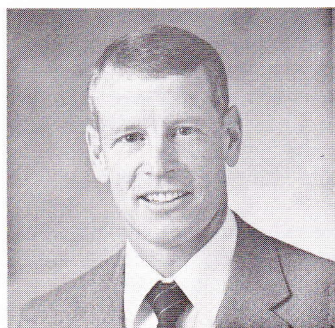


IDAHO AVIATION REPORT

VOLUME 36, NO. 3

FALL 1990

CHIEF'S BRIEF

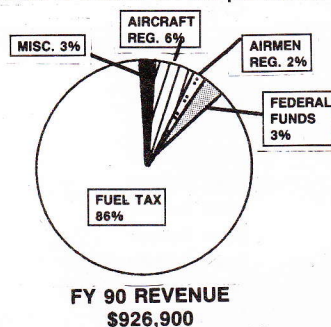


Bill Miller

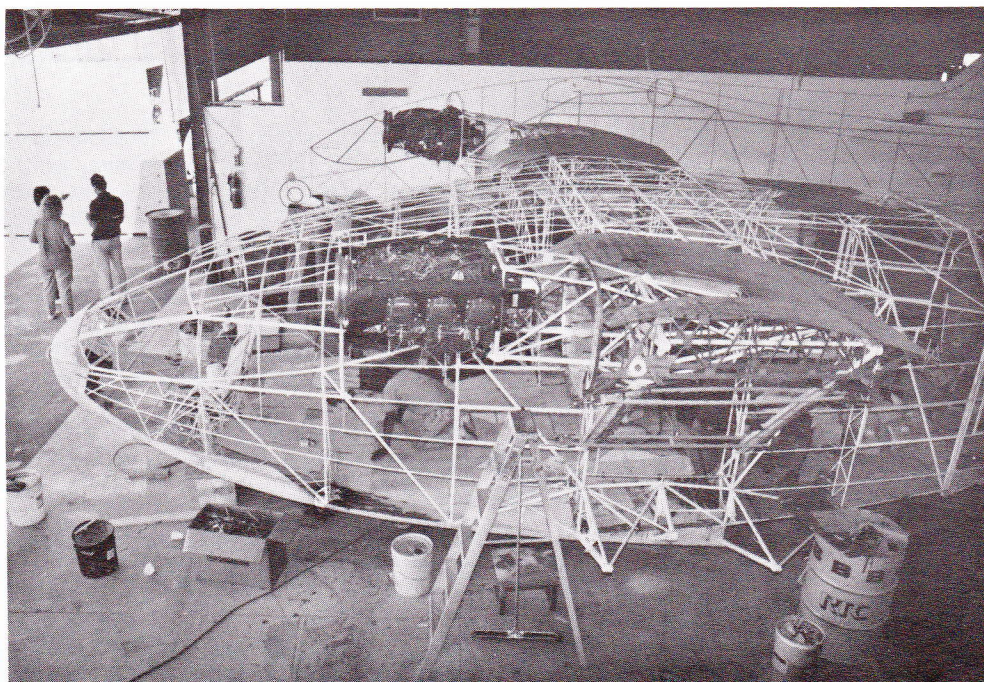
Financial Report

Fiscal year 1990 ended 30 June, with Aeronautics revenues of \$926,900 and expenditures of \$977,700. Three main sources of revenue fund the Bureau's operations: aircraft registration, airmen registration, and aviation fuel tax.

Additional revenue comes from federal funds and miscellaneous sales, other receipts and donations. The share of total FY 90 revenue from each source is shown on the pie chart.



see back page



The Explorer awaiting finishing touches.

DEAN WILSON MAKES HIS DREAMS COME TRUE

For most of us who have some interest in aviation, the idea of putting an airplane together is limited to the days when we dabbled with the old Stromberg wood and plastic model kits.

Some of us graduated to actual flying models with string and wire controls. In this era of cosmic electronics and computers, remote controlled model aircraft represent the real intense buffs. Dean Wilson, of Caldwell, has taken the notion of pursuing a dream several steps beyond the level of commitment made by most people who come up with new ideas.

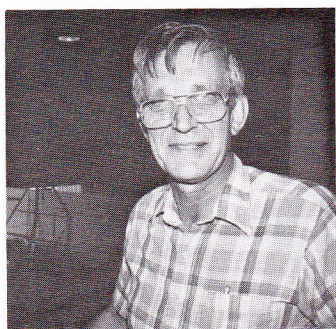
In a small hangar on the south side of the Caldwell Municipal Airport, Dean and his crew of wrench turners, parts makers and general all around "get the job done" guys, are quietly putting together the Explorer aircraft, the latest design concept from Dean's fertile mind.

The Explorer is basically designed to accommodate an owner who has extensive travel plans in mind. While the first model off the line will be adapted to carry, among other things, a small helicopter for its owner, the

see page 2

DEAN WILSON

from front page



amphibious aircraft will normally be equipped to provide relatively comfortable on-board living quarters too.

Dean said that the idea for the design of the Explorer came to him when he saw the number of people arriving at fly-in events in large and expensive motor coaches. Subsequent requests from a world traveler convinced him of the validity of the idea, and thus, the dream became reality. If all schedules stay on time, first flight should occur in mid-September of this year.

Dean's first commercial venture in aviation manufacturing was the design of the Eagle aircraft, a bi-wing crop dust vehicle. Unfortunately, the timing of the project coincided with a severe downturn in the national economy, and it was shelved.

The Avid Flyer was the next aviation design to roll out the door. Some of you reading the article may be proud owners of one of the many models of this remarkable aircraft.

Successful entrepreneurs credit their good fortune to being able to find a market niche before anyone else has exploited that specific product line or service. Dean's insight to general aviation sales trends allowed him to bring the Avid Flyer out with a very successful sales rate.

Only Dean knows what is going through his mind now as a follow on to the Explorer project. Based on past activity, you'd be well advised to place a bet that something unusual and creative will emerge with Dean Wilson at the helm.

AIRPORT DIRECTORY CHANGES

New Airport Managers:

Bear Lake County: Jim Gillespie, c/o Bear Lake County Airport, Montpelier, ID 83524, Tel. 208-847-1374.
Burley Municipal: Glenn Hall, Rt. 3, Box 3435, Burley, ID 83318, Tel. 208-678-3757.
Carey: Mont Roseberry, c/o County Road Dept., Carey, ID 83320, Tel. 208-823-4361.
Dubois: Virgil Valantine, P.O. Box 126, Dubois, ID 83423, Tel. 208-374-5509.
Kooskia: John Mohr, P.O. Box 104, Kooskia, ID 83539, Tel. 208-926-4322.
Mackay: Gail Lords, 203 South Main St., Mackay, ID 83251, Tel. 208-588-2274.
Malad: Kelly & Beck Hill, Rt. 1 Box 14, Malad, ID 83252, Tel. 208-766-2745.
Sandpoint: Rob Maurice, 800 Airport Way, Sandpoint, ID 83864, Tel. (B) 208-263-9102 (H) 208-263-4447.
Silverwood: Gary Norton, Rt. 1, Box 98V, Athol, ID 83801, Tel. 208-683-3490.

FBO Changes:

Sandpoint: New FBO: Bluebird Aviation, Inc., D.B.A. Sandpoint Aviation, Inc., 800 Airport Way, Sandpoint, ID 83864, Tel. 208-263-9102. After hour emergency: Tel. 208-263-4447.

Airport Facility Changes:

Arco: New 4800' x 75' paved runway. Night operations assigned to parallel taxiway (old runway) until further notice. Partial lighting system only.

Pocatello: Runway 16/34 - 7040 feet long, hard surface - asphalt, 100 feet wide, medium intensity lighting, VFR no NAVIDS, runway 16 displaced threshold 1318 feet, radio controlled lights. Tower frequency 119.1, 3 clicks on / 5 bright, 121 ops must contact tower for AARF protection prior to landing.

Pocatello: Runway 7/25 - 6844 feet long, hard surface - asphalt - rough, 300 feet wide, no lights, no NAVIDS VFR, runway 7 displaced threshold 1405 feet, restricted to 12,500 pounds or emergency, 121 ops must contact tower prior to landing for AARF protection.

Runway 3/21 - Lights and approach radio controlled tower freq. 119.1, 3 clicks on / 5 clicks medium / 7 clicks high.

Weiser: Runway 12/30 - New 4000 feet long, paved (centerline to be painted), 60 feet wide, radio frequency runway lights, turn-around at each end of runway, paved apron/tiedown area.

Airport Closures:

The following airports have been permanently closed:

Youngs (Private): 5 miles north of Bruneau, 115 49' 42 57'.

Quaking Aspen Butte: 14 miles SE of Arco, 113 10' 04" 433 25' 36".

FAA FACILITY ACTIONS

Location	Facility	Remarks	Effective
Boise	Automated FSS	Scheduled Commissioning	04/91
Caldwell	AWOS	Scheduled Commissioning	08/23/90
Coeur d'Alene	AWOS	Scheduled Commissioning	09/07/90
Lewiston	Reil Runway 08	Scheduled Commissioning	11/90
Rexburg	Reil Runway 35	Scheduled Commissioning	11/90
Twin Falls	Reil Runway 07	Scheduled Commissioning	11/90

NEW IDAHO PILOTS AND RATING

Name	Date	Rating	CFI
Frank Armen	02/90	Multi-Engine	Wayne Gammel
Pierre Savkrantz	03/88	Instrument	Jean Seiber
Wade Bowman	05/88	Private	Jean Seiber
Eric Embree	08/88	Private	Jean Seiber
Jeff Wilhite	10/88	Private	Jean Seiber
Ross Bennett	01/89	Private	Jean Seiber
Brice Mitchell	06/89	Private	Jean Seiber
Clint Schwalm	06/89	Private	Jean Seiber
Dave Wilkins	10/89	Private	Jean Seiber
Richard Wheeler	02/90	Instrument	Jean Seiber
Tom Nickol	05/90	Private	Larry Duscher
Anna Nystrom	07/90	COMM/CFI	

SMILEY CREEK FLY-IN ATTRACTS IDAHO AVIATORS

For those of you who were unable to get out for the September 8th fly-in at the upgraded Smiley Creek airstrip, you missed a lot of fun and prizes.

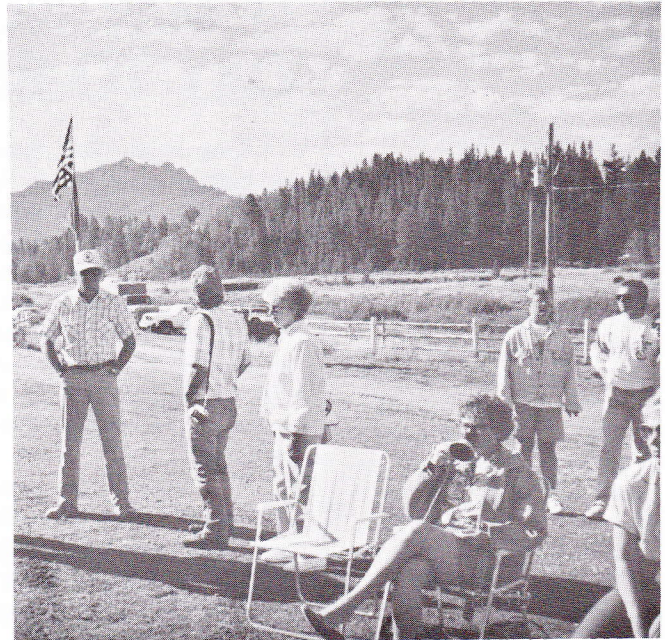
Almost fifty flyers and family gathered that Saturday to participate in the various events that were conducted.

Although some morning fog had accumulated in the Stanley Basin area, the Smiley Creek airstrip stood out like a flower in a weed patch as the first aircraft began to arrive around 0900.

The sound of overflying aircraft didn't seem to bother either the cowboys on horseback or the cattle being rounded up in an old fashioned cattle drive next to the airstrip.

Airport custodian, Rusty Larkin, had more traffic to handle for parking and greeting in a couple hours, than he'd seen the entire summer. After seeing the new facilities, many of the visitors vowed they'd be back to use the campgrounds for overnight stays.

The first event of the day was a spot landing contest held for arriving aircraft. Many techniques were employed,



Aviators from around the state gathered recently at the Smiley Creek Airstrip.



A rare sight appeared at the Boise Airport on August 24th in the form of a B-17F. There are only two flyable "F" models in the world today. This aircraft was on its way from Genesee, New York to Seattle, Washington to become a permanent display at the Museum of Flight on Boeing Field. There were 12,731 B-17's produced of which less than a dozen of all models are flyable today. The aircraft is scheduled for more restoration work and will go on display in 1991.

but the most successful aviator on this day was Dennis Teal, of Tensed, ID, who plunked his aircraft down only four feet from the designated spot.

The next activity was a search and rescue game devised by John Goostrey of the Boise FAA office. Following a set of clues and other information related to a flight plan, everyone set out to find a lost aircraft, using similar procedures that would apply to an actual SAR event.

Despite some initial confusion as to what the rules of the game required, Chuck Lewis of Pocatello, was the first place winner.

The last competition of the day was an aerial flower bombing event. Contestants were given small paper bags filled with wildflower seeds to try to airdrop in a circle along the edge of the runway.

Steve Kimball of Boise, was the best at figuring out the wind effect and all the other factors involved. His bag bomb was just over 16 feet from the bulls-eye.

After the contest, the seeds were scattered along the runway, so next spring there should be the added beauty of new wild flowers along the airport to greet arriving aviators.

This fly-in was co-sponsored by the Bureau of Aeronautics, the Idaho Aviation Association and the FAA. From all reports, everyone had a great time. From our perspective, we were very pleased with the turnout and we expect to hold more fly-in events next year.

We'd like to hear your comments about these kinds of activities. Where would you like to see a fly-in held and when? Our programs are dependent on user input, so drop us a line or give us a call. Let's get started on putting together a great Spring 1990 fly-in for Idaho.

WEISER AIRPORT RECONSTRUCTION NOW COMPLETE

After a 3½ month closure and expenditure of nearly \$700,000 the Weiser Airport reopened on July 23. The project resulted in a 4,000' X 60' runway on the same alignment as the old runway but shifted south to provide clear approaches, refurbished connecting taxiway and apron, relocated county road and power line, fence, and a runway lighting system.

In continuation of the City efforts to stimulate the economy in general and activity at the airport in particular, they are actively seeking an FBO. Available facilities include a hangar (approximately 50' X 100') with attached office and lounge area, trailer space with utilities, and courtesy car with shelter.

Under the EPA regulations the old fuel tanks have been removed and the City is preparing a fuel truck for use at the airport until such time as new tanks are justified.

Lease and contract issues are very negotiable at this time. Anyone interested is urged to contact either Nate Marvin, Purchasing Agent, or Marshall Dickerson, Councilman, at (208) 549-1965. Mailing address; City of Weiser, 55 W. Idaho St., Weiser, ID 83672.

CORRECTION

Please reference the first sentence in paragraph three of the "Selway-Bitterroot Wilderness Plan Recommendations" (last issue of Idaho Aviation Report) the sentence should read: "A study/monitoring program over the next few years will establish baseline data which **will** be used in Airfield Management."

THE ABORT DECISION: IT MAY NOT BE YOUR DAY TO BE FLYING

One of our Safe Pilot Awards this year went to an individual who was faced with a go-no-go decision at a critical point in the take-off roll on a backcountry airstrip. After reviewing the facts, some very valuable points came to light.

Coincidentally, the April-June issue of Sky Waves published by the FAA, edited by Jim Cooney at the Helena FSDO, printed an article entitled, "Are You Prepared to Abort?". In the article, the issue of being mentally prepared to execute abort procedures was examined.

First, many pilots associate the idea of an aborted takeoff with multi-engine operations. Stop and think about that. If a multi-engine driver keeps going after hearing, feeling or smelling something going wrong, the good news is that there is still one or more engines turning.

Pity the poor single engine pilot who for whatever reason, elects to continue under the same circumstances. If or when that **one** engine stops, the quiet becomes deafening.

The real obstacle to overcome in this situation may be a "psychological set" that predisposes the pilot to anticipate that the routine of takeoff and departure must follow the application of takeoff power.

The recommended counter to that mindset is to establish a procedure for yourself that takes you through appropriate steps should an abort decision be encountered.

Look at the type of flying you do, and judge for yourselves as to your level of preparation should you have to make the same decision our safe pilot awardee encountered. Your pilot handbook is a good place to start if you have questions about procedures. Being prepared could save your life.

(Thanks to Jim Cooney, FAA, and AOPA for information in this article).

J. Maakestad

IDAHO SAFE PILOT PROGRAM UNDER REVIEW

This program promotes safe flying practices for all aviators in Idaho. Important features of the program include: recognition of those pilots who have made a commitment to flight safety, and the effort to involve local communities in aviation safety programs. Since the inception of the program in 1960, the emphasis has been placed on the involvement of fixed wing general aviators.

While they will remain the largest number of pilots involved in the program, there have been requests to make some changes that would accommodate pilots who participate in more unique flying activities.

Individual Ag operators, sailplane enthusiasts and helicopter pilots have asked for some modifications in the qualifying criteria that will be specifically oriented to the characteristics of their flight operations.

Whatever changes are made will not change the original intent of this program. It is important to have all aviators thinking about and practicing safety. We will make changes only to the extent that the program is better suited and more responsive to all Idaho safe pilots.

Watch for the updated rules of eligibility, which will be included in the winter edition of the Idaho Aviation Report.

John Maakestad

RAY DANIEL: 1929-1990

Raymond Daniel died at Boise on Monday, July 30, 1990.

From 1966 until his retirement in June of 1988, Ray was employed by the City of Boise at the Boise Airport Terminal. Ray began his tenure with the City as foreman, working his way up to the Assistant Manager position. He served in that capacity for sixteen years from 1968 thru 1984. In 1984, he was promoted to the position of Airport Director and served in that role until his retirement in 1988.

Ray was devoted to aviation and was past president of the Northwest Chapter of American Association of Airport Executives; a member of the board of directors for the International Northwest Aviation Council; past president of the Idaho Airport Management Association and secretary treasurer of the Idaho Airport Management Association. Ray's many friends will miss his many contributions and steadfast dedication to his field.

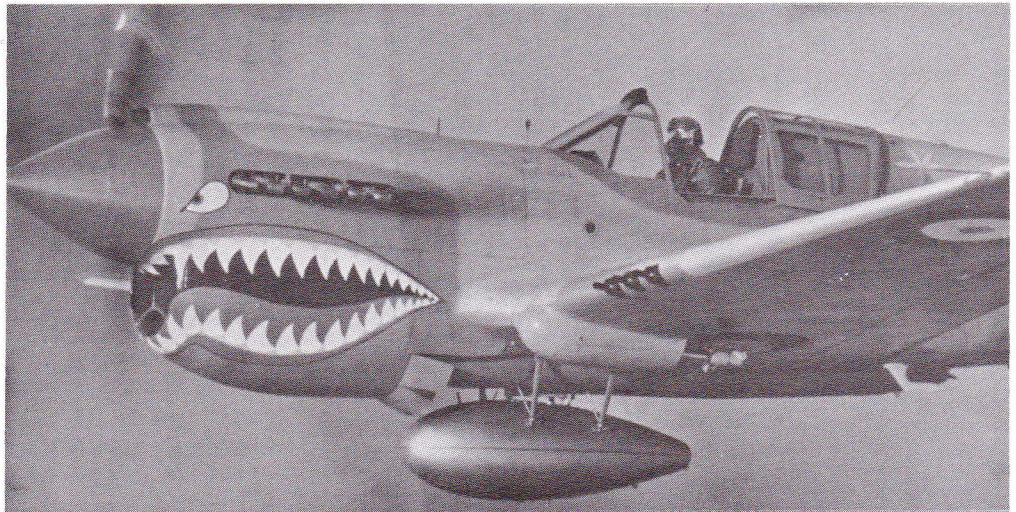
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Bureau of Aeronautics
3483 Rickenbacker Street
Boise, ID 83705
(208) 334-8775



P40 owner John Paul flies his classic warbird at Caldwell's Northwest Gathering of Warbirds WWII Airshow.

RARE WARBIRDS AT CALDWELL

Between 12,000 and 15,000 people witnessed a historical event on August 4th: aerial and static displays of rare WWII aircraft. The show was sponsored by the Warhawk Air Museum and featured 25 aircraft of Second World War vintage. The flying events included solo and formation flybys, aerobatic displays, and a grand finale mass flyby by guest warbirds. Additionally, thousands enjoyed the aircraft and WWII memorabilia displays of the Warhawk Museum, as well as other exhibits and concessions.

Sue Paul, co-founder and curator of the Warhawk Air Museum, terms the Caldwell event an overwhelming success. According to Sue, some of the rarest warbirds in the country participated in the show, like the B-23 Dragon, which is the only one flying, and the P-47D, of which only 3 are still flying.

Mark your calendars now for the first Saturday in August. Next year's Northwest Gathering of Warbirds WWII Airshow promises to be even bigger and better.

CARE NEEDED AT LOW ALTITUDE

Each year Idaho has one or two accidents that involve flying low level turns about a point (game spotting, etc.). The hunting season is approaching and pilots are going to be out spotting game, looking at campsites and other related things.

When learning to fly, the instructor taught turns about a point as part of our training. How is this different from trying to spot game or a good campsite? During the learning phase, the instructor used a safe altitude whereas to spot game most pilots fly much lower. The second difference is airspeed. When you combine low altitude and low airspeed you have a combination that does not allow any margin for error.

The obvious answer to avoiding a problem would be to always fly well above the ground at high speed. But there are some things that will make low altitude flying safer. First, never fly solo while doing game spotting or other flights that require watching a spot on the ground. Having an observer allows the pilot to concentrate on flying while the observer watches for the objective.

Second, prior to conducting any unusual flight, consult the aircraft manual and make sure the aircraft's performance meets the requirements of your flight. Remember, high altitude or high density altitude severely limits aircraft performance. Third, go out to the practice area, and at a safe altitude, practice your turns about a point at the airspeed you plan to use for your flight.

While at altitude, practice steep turn stalls and skidded turn stalls getting a feel for prestall wind noises, control feel, and, last but not least, how much altitude is lost when the stall occurs. If you haven't done these maneuvers for a few years, take an instructor along for safety.

The final thing to think about is the altitude of the flight – if the aircraft is flown too low the ground passes too fast to see anything. Slowing the aircraft down is not the answer – climbing will solve the problem and add a safety margin at the same time. The point to remember is to plan the flight with safety always the first objective.



An experimental aircraft draws a crowd of admirers and critics at the Coeur d'Alene Fly-In.

PILOTS SHARPEN SKILLS AT THE COEUR D'ALENE GATHERING

The Coeur d'Alene family fly-in, held July 6-8th, was again a successful event. The weather did not cooperate the first day and discouraged some people from attending. There were about 200 aircraft that flew in and many other pilots drove. The lectures were well attended and well received. The FAA Wings flying program allowed a lot of pilots to sharpen their skills and the flight instructors who donated their time deserve a big "thank you" from all.

A special thanks should go to Art Brumer, Empire Airlines, and Dick Skinner for their efforts. Without these people the event would not have been possible.

The family fly-in event location for next year has not been set; however, we are looking at Kalispell, MT. We will let you know in future editions the when and where. Again thanks to all who came and all who worked to make the event successful.

THE FOURTH SEASON: WINTER FLYING IN THE NORTHWEST

As you read this edition of the Idaho Aviation Report, you may still have your air conditioner going, feet propped up and a cold drink in your hand.

Few of us think about the fact that we will have a dramatic change in our weather patterns in a relatively short period of time. Rather than waiting until December or January now is the time to start talking and thinking about the cold weather coming up.

For the most part, the elements of preparation you undertake for a summer time flight apply to winter ops as well. How much attention you pay to your personal preparation, the fitness of your aircraft, and flight planning for the route to be flown will play a large part in how much enjoyment you get from the activity.

Preparing yourself for winter flying should include a review of not only your recent flying activities, but what you may have done last winter. Did you get into any situations that taught you something about cold weather operations?

How about some of your flying friends? Do they have any war stories that make you think about unusual situations related to winter flying?

Remember too, that you may depart the home fix in balmy 70 degree weather, headed for the high country for a fly-in breakfast or other fun fest, only to land and find icicles on the eaves at the airport. The obvious point is to be prepared for major temperature differences as we go through the transition to winter. Your aircraft handbook is a good place to start to review for cold weather flight operations. If you're operating a carbureted engine, pay close attention to instructions on the use of carb heat.

Your handbook or checklist may prompt you to check out your cabin heat system, but if not, make sure you do. It will provide some vital creature comfort and you need to be aware of its status. Colder weather is also hard on batteries. You'd be well advised to have a good idea of how much charge your aircraft battery has, and take appropriate action if it is questionable.

Finally, while the elements of flight planning generally remain the same, some features become more important as the temperatures begin to drop.

Sometimes it is difficult or impossible to determine the status of an airport or airstrip you want to fly into. When that happens, have an alternate.

In our own interests, let someone know what you intend to do. If you should be unlucky and break your aircraft at a remote location, if you are reported overdue and we have an idea where you were going, we may be able to save you the discomfort of a cold night on the ground. Fly smart and fly safe.

John Maakestad



This classic Cessna 170 B will be affected by new registration fees.

CHANGES IN AIRCRAFT REGISTRATIONS

Previous editions of the Idaho Aviation Report briefly defined the changes in the aircraft registration fee structure enacted by House Bill No. 658.

For those of you who haven't seen a copy of the legislation and would like more details, the following excerpts are taken from Idaho Code Section 21-114.

The paragraph titled Private Aircraft, was changed to read. . . "The department shall charge. . . the fees at the rate of one cent (1¢) per pound of the gross weight authorized in the aircraft listing, aircraft specification or type certificate data sheet of said aircraft. . . in no case to exceed two hundred dollars (\$200) upon any one (1) aircraft, provided that such fee shall be in lieu of all personal property taxes on such aircraft."

The rest of the text remains substantively unchanged. Aircraft owners should be reminded that certificates of registration issued after expiration of the first six months of the annual registration year will be charged half the annual fee.

However, the rule also remains unchanged in that those aircraft found in violation of the provisions of this section of Title 21-114 after the first six months will be assessed the full year's fee appropriate for the aircraft.

If you have any questions regarding the registration of your aircraft, call the Bureau at 334-8775. We'll do our best to help you get the bureaucratic jargon decoded and get you and your aircraft properly registered.

John Maakestad

CALENDAR OF EVENTS

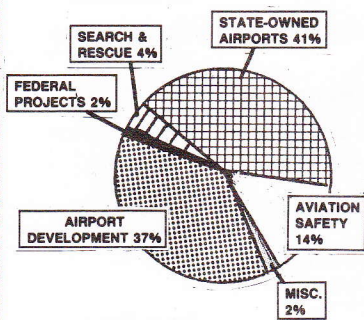
Date	Activity	Location	Contact/ Time
October			
3	FAA Brown Bag	FAA - Boise	J. Goostrey 334-1238
3-5	AOPA Convention	NBAA National Convention New Orleans, LA	202/783-9000
4	EAA Meeting	Bureau of Aero 7:30 p.m.	Andy Harris 466-3739
5-7	Montana Flying Farmers Conv.	Kalispel, MT	
13	99's Fly-in	Silverwood A/P	Mary Christofferson
13	3rd Annual Potato Feed	American Falls	Dan/Norma Neu 208/226-2580
24-27	AOPA Convention	Palm Springs, CA	301/695-2000
24	Dist. 1 IAA Monthly Meeting	Coeur d'Alene Shep Rock Hgr.	Mike Nickerson 773-7364
26-28	California Flying Farmers Convention	Visalia, CA	
31	Oregon Flying Farmers Clam Dig	Long Beach, WA	
TBA	Dist. 3 IAA Monthly Meeting	TBA	Bruce Parker 342-6561
November			
1	EAA Meeting	Bureau of Aero	Andy Harris 466-3739
7	FAA Brown Bag	FAA - Boise	J. Goostrey 334-1238
28	Dist. 1 IAA Monthly Meeting	Coeur d'Alene Shep Rock Hgr.	Mike Nickerson 733-7364
TBA	Dist. 3 IAA Monthly Meeting	TBA	Bruce Parker 342-6561
December			
5	FAA Brown Bag	FAA - Boise	J. Goostrey 334-1238
6	EAA Meeting	Bureau of Aero	Andy Harris 466-3739
26	EAA Monthly Meeting	Bureau of Aero	Andy Harris 466-3739
TBA	Dist. 3 IAA Monthly Meeting	TBA	Bruce Parker 342-6561

CHIEF'S BRIEF

From front page

The Bureau is authorized by law to provide aerial search and rescue, promote aviation safety, provide financial and technical assistance to airports, operate and maintain state airports, and to promote aviation.

The main differences between FY 90 and past year's expenditures is the larger percent spent on state airports. The increase was due to a major investment in the Smiley Creek airport in FY 90. Costs to operate these programs are shown on the chart below.



FY 90 EXPENDITURES
\$977,700

Wilderness Airport Closures??

We are **NOT** in any danger of any of Idaho's popular public airports in the wilderness being closed!! Recent letters and articles have incorrectly implied that some wilderness airports may be closed. **NOT TRUE.** The following paragraphs explain the situation.

FRANK CHURCH RIVER OF NO RETURN

WILDERNESS: Airports in the Frank Church River of No Return Wilderness (FCRONR) **CANNOT** be closed by the U.S. Forest Service (USFS) unless consent is given by the Bureau of Aeronautics. None are being proposed for closure nor would the Bureau consent if any were proposed, unless some VERY unusual circumstances existed.

Actions by the USFS to

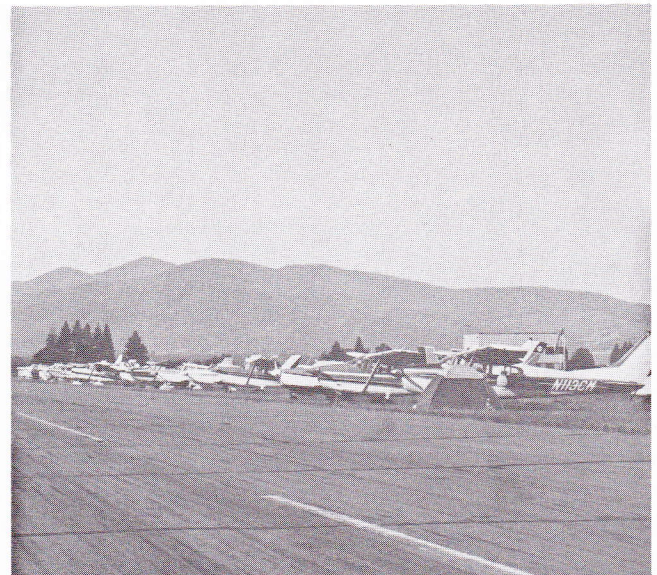
remove camping facilities such as grilles and picnic tables **IS** provided for in the management plan. This proposal is generally consistent with the wilderness law, but this proposed action **DOES NOT** signal a move by the USFS to close any airport. The proposed actions, if carried out, will only put us pilots on the same basis as other wilderness users (the hikers, horseback riders, and rafters).

SELWAY BITTERROOT WILDERNESS: The public airports in the Selway Bitterroot Wilderness (SBW) do not require Bureau concurrence as those in the FCRONR do; however, the SBW management plan accepts airports as legitimate access points. The USFS management plan for these SBR airfields calls for maintaining present levels of use.

Traffic counts will tell the USFS if there is an increase in usage. If usage increases significantly certain management actions could be taken. These actions would be progressive, starting with pilot education and becoming more restrictive only if necessary. The most restrictive actions would be a permit system or landing fees. These would be last resort actions.

ASSURANCE AND ADVICE: Be assured that the Bureau of Aeronautics will stay active and continue working to keep our wilderness and other backcountry airports open. But we will also emphasize that **WILDERNESS** airports **BY LAW** are intended to be used a little differently than non-wilderness airports.

REMEMBER: continual practice landings and short stopover flights at wilderness airports could create problems for all of us. The intent of wilderness airports is to provide access to the wilderness within which they are located.



Just a few of the many aircraft on the ramp for the fly-in at Coeur d'Alene.

VOLUNTEERS TURNOUT IN FORCE FOR PROJECTS

Several of our state owned airstrips are in much better condition or have additional facilities, due to the recent efforts of a great number of people.

Johnson Creek airstrip has the beginnings of new campsites toward the north end of the airport, following two week-ends in June when more than 50 people showed up to help clear the new area.

Both Bruce Meadows and Warm Springs airports are in much improved condition after several groups, including the Civil Air Patrol, did some work on fences, gopher holes, weeds, and new campsites.

Unfortunately, space does not permit that we acknowledge each individual who contributed so much to these valuable projects. All of us in the Bureau appreciate the help you gave us. The sense of commitment is clearly still alive and well in our aviation community.

John Maakestad

Idaho Bureau of Aeronautics
3483 Rickenbacker Street
Boise, ID 83705

(ADDRESS CORRECTION REQUESTED)

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